

Intimation.

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Whiskies distilled in Scotland

OR

GENUINE AGE

AND

FINE MELLOW
FLAVOUR.Robert Porter & Co.'s
BULL DOG
BRAND
GUINNESS' STOUT
In PINTS and SPLITS.A. S. WATSON & CO.,
LIMITED.THE HONGKONG DISPENSARY.
Hongkong, 3rd June, 1910.

The Hongkong Telegraph

HONGKONG, TUESDAY, JUNE 7, 1910.

CRIME IN HONGKONG.

We learn from the report for 1909 of the Captain Superintendent of Police that during that year there were in all eight hundred and thirty policemen in Hongkong. Of these 348 were Chinese, 380 Indians, and the remaining 122 were Europeans. This does not include a further 114 men employed as seamen, coxswains, engineers and stokers. This is not by any means too large a force with which to cope with crime in a population as large as ours here, and of such a mixed character. One is on the whole surprised to find that there is far less crime in the Colony than might be expected, and that it generally meets with the detection and punishment of the culprits. It would not be surprising if more than nine murders were reported in a year—this is six less than in 1908—or if in more than three of them no arrest had been made. We are rather inclined to congratulate the Police on having been at least fortunate, and we are bound to attribute their success to efficiency more than to fortune. A small increase in the number of cases reported to the Police must be considered inevitable under the conditions here. Larcenies provided all but twelve of the two hundred and fifty-seven cases of crime in excess of those committed in the previous year. Murders, as we have noticed, and burglaries decreased. Cases of unlawful possession decreased by as many as eighty-eight. There must, however, be extensive room for improvement in checking this crime, and in bringing to justice receivers of stolen goods. \$110,160 worth of property was stolen in this Colony, it is estimated, during 1909, and of this amount eleven thousand odd dollars worth only appears to have been recovered. It seems to us that a little more than only about six per cent of the value of property stolen here might be recovered. We do not minimise the enormous difficulties with which our Police are hampered, nor do we in any way find fault with them, or consider them wanting in zeal or ability. But we do think that a resolute campaign should be conducted against receivers, on the ground that the recovery of stolen goods are more culpable than the thieves themselves. We have heard it said that the detectives of Hongkong are far too busy ferreting out illegal possession of prepared opium to be able to direct their attention to the discovery of receivers of stolen property. This may or may not be the fact, but it is evident that about two hundred thousand dollars worth of stolen property passed during 1909 to

enrich the receivers and encourage the thieves of Hongkong. The conduct of the Police Force is, as was to be expected, very satisfactory. We notice that only six of the European contingent obtained certificates for knowledge of Chinese. Isn't this rather a pity? If the inducement to these men to make themselves proficient is so small as only to attract six out of a force of 222 men, it surely ought to be made more alluring. The Indians appeared to find it worth their while to acquire a knowledge of the language of the people they are employed to protect as well as to watch and supervise. One hundred and seventy-seven of them obtained certificates. We have often wished that these Indian constables spoke better English, or even some English. Fifty-four of them qualified in English during the year. This report recalls two very sad events, sad not only to the comrades of the men who fell in the execution of their duty, but to the whole community. The death of Lance-Sergeant Mills in the act of arresting an armed robber at Yumail and that of two Indian constables in charge of crown-rons on their way to Tai Po, reminds us of the perils constantly affronted by a force which frequently commands our admiration and always our gratitude.

LOCAL AND GENERAL.

SIR Robert, Lady and Miss Bredon left Tientsin by train on the morning of the 28th ult. for London, via Siberia.

ACCORDING to a London despatch of May 28, the death is announced of Professor Robert Koch at Baden-Baden from heart disease.

THE master of a steam-lugger was fined \$200 by Mr. E. R. Hallifax at the Magistrate's court this morning for carrying an excess of passengers.

A CHINAMAN who stole a pair of trousers from a temple in Aberdeen was this morning awarded two weeks' hard labour and six hours' stocks by Mr. E. R. Hallifax.

WE understand that Mr. W. M. Sims of Malacca will shortly be floating the Malacca Sungei Bahru properties under the name of "Kempas, Ltd." The purchase price and the capital will be somewhat lower.

THE Yokohama office of the C. P. R. Co. is in receipt of a wireless message from the R.M.S. *Empress of China*, which left Vancouver on the evening of the 25th ult., reporting all well and that the Commander expects to reach Yokohama at 6.00 p.m. to-day. At the time the above message was despatched the steamer was 700 miles distant from Japan.

RETURN of visitors to the City Hall Library and Museum for the week ending the 5th June, 1910 (exclusive of Friday when the doors were closed):—

	Library	Museum
Non-Chinese	290	147
Chinese	120	1,758
Total	410	1,905

MR. D. M. FLEMING, the prominent public accountant, from the 1st of June has taken into partnership Mr. Horace Percy Smith, Fellow of the Institute of Chartered Accountants in England and Wales. Mr. Smith after many years experience in England has been for the last seven years in practice in Hongkong. The scope for the firm will be: The audit of the books and accounts of public companies and private firms and individuals, trusteeships, receiverships and liquidations; secretarial work, and the writing up of books and preparation of profit and loss accounts and balance sheets therefrom; arbitrations and valuations for probate and other purposes.—*Manila Times*.

THE information from the Netherlands Consul-General that a white whale, a fish-like, visible at a distance of ten or twelve miles, is being exhibited from a skiff on the coast of Batavia, Singapore main straits, will be welcome news to mariners sailing in these waters, especially to those steamers that go through at night. As its significant name implies *Isala Berenici* is a dangerous reef near Pulau Samudra, about 7 miles from Singapore, and near St. John's Island quarantine station. In the past several vessels had gone ashore on the reef, the most notable of which was the French Government transport *Vinhlong* on the night of the 17th March, 1909, whilst on a voyage from Toulon to Taku with stores and provisions for the French expeditionary corps to China during the Boxer rising. The *Vinhlong* was refloated after being imbedded in the reef for three days.

A QUESTION OF EXHUMATION.

IN THE PROTESTANT CEMETERY.

The following minutes were laid on the table at the meeting of the Sanitary Board this afternoon:—

MR. A. Shelton Hooper:—As there is no proof the deceased was a Christian we have no power to grant it. The fact that the deceased was buried at Caroline Hill indicates she was not a Christian.

Hon. Mr. E. A. Hewitt:—In view of the very limited space in the Protestant Cemetery, I consider Chinese should be buried there unless clear proof is brought forward that they were practising Christians during their lifetime.

MR. LAN CHU PAK:—Is there not a site set apart for the burial of non-Christians? The Registrar-General:—I think we might assume they were Christians, as the application is made by a Christian. We cannot investigate the religious of every person who has to be buried in the Cemetery. I assume my grandfathers were Christians, but I can give the Board no proof without a very great deal of trouble and inquiry.

Rival Canton Routes.

RAILWAY & RIVERWAY.

A BRIEF FOR THE RIVER BOAT SERVICE.

A gentleman, well acquainted with the workings of the various services operating steamships to and from Canton, writes to us an interesting and illuminating article tracing the special contribution under the above caption which appeared in our issue of last Saturday. As the opinions of the writer carry with them the conviction of an authority on the subject with which he treats, and as his communication bristles with much information of a debatable question about to loom large in the eyes of the trading community, we have pleasure in publishing it, and at the same time would invite comments from the pen of our special contributor. This is what our correspondent writes:—

I have read with considerable interest your article on "The rival routes to Canton," with special reference to the river boat service, and the Iron Horse which, in the opinion of the writer of the article under notice, is to form "a potentially powerful rival in the bid for Hongkong's lucrative trade with Canton." The interests involved in that trade, as represented by the freight and passenger carrying services include not only British capital alone but foreign as well as Chinese, and it is not my endeavour, in contrasting some of the assertions and deductions derived therefrom by your contributor, to write from the point of view of British interests but from the standpoint of the entire trade as a whole. I am conscious, however, that the British Company, as the pioneer, combines a preponderance of capital and influence and may be considered as the determining factor and guiding influence of the combined fleets of sailing carriers. The premier company operates a fleet of four steamers of a total tonnage of 4,481, out of the aggregate of eleven steamers and 16,000 tons approximately represented by the British, foreign and Chinese concerns combined.

It is true that when the railway comes into full operation there will be a sensible effect upon the river-borne traffic. Whether there will be an open declaration of

A FREIGHT WAR between the rival routes, it is yet too early to pronounce a definite decision. That the steamboat companies anticipate some sort of active competition there is no denying, since as level headed, practical men of business whose guiding the destinies of the steamship companies, unlike the proverbial ostrich, are not burying their heads in sand and so become oblivious to the dangers around them. Indeed, their inherent sagacity has prompted them to take time by the forelock and it can be asserted, without fear of contradiction, that already active negotiations have been in progress for the

FORMATION OF A BIG POOL of shipping interests trading on the Canton river in anticipation of the advent of the "Iron Horse." There is every reason to believe that the success of the "combine" is almost practically assured. At any rate it is safe to hazard the prophecy that the leading concerns will become parties to a compact having for its object a protective rather than a destructive policy and where the larger companies choose to throw in their lot there is little doubt that the smaller undertakings, in their own interest, will play the game and follow my leader. With the "pool" as accomplished fact, it is very doubtful if the railway can ever hope to bring down its tariff to the point of the minimum in contemplation by the steamship companies.

A TENTATIVE TARIFF has already been discussed by the railway administration. It is disclosing no secret when it is asserted that, for three or four months past, the management of the Kowloon Railway has instituted inquiries into the tariff in force by the various companies. With a candour that does greater credit to the severity of the individual pursuing the inquiry than to his business acumen, the gentleman had the temerity of approaching the management of a leading company and fully demanded, in the name of the Lord High Executioner, what is jealously regarded as the trade secret of each mercantile establishment, forming as it does an invaluable asset built upon the intimate knowledge of several years of pioneering efforts, the vicissitudes of every new undertaking, and the crowning success of nearly-bought experience. Needless to say, the guileless emissary received scant courtesy for what can only be described as barefaced impudence. Defeated in his first effort, he directed his inquiries to other quarters and ultimately formulated the basis of a tariff which, however, does not bear on it the authoritative imprimatur. With such information, it is believed that

THE RAILWAY TARIFF has been drafted, though necessarily it has not yet passed beyond a tentative form. The tariff will, of course, be subject to modification, but the provisional rates have been based more or less on the following figures:—

Class.	Express.	Ordinary.
1st	About \$5.00	About \$3.00
2nd	2.00	1.50
3rd	1.00	0.80

In the case of the Nanjing-Shanghai Railway it is useful to note that, instead of causing a falling-off in the river traffic, the railway has served as a sort of feeder for the same and has led to enhanced earnings for the steamers in the Yangtze trade. It is not at all unlikely that this experience will be repeated here as regards both passenger traffic and freightage.

Freight goods will, supply, the bulk of the freight consigned by the railway. Market produce can only be collected from village to village, and this very perishable class of goods, as a rule, is transported by the river, and is opened up within a few hours of packing to prevent deterioration. At present

it is made possible when the steamer arrives, by steamer, but the railway could not possibly offer equal facilities for the speedy distribution of this produce to the markets and retail dealers.

AMENITIES OF TRAVEL.

It is improbable that better class travellers will travel by the railway excepting the negligible number who may choose to do so for the sake of the novelty of the thing. Such travellers will it varyably prefer the large, comfortable cabins of a steamer with electric fans and light and in the summer months, especially the choice of routes will fall upon the steamer service, affording as it does the enjoyment of cool sea breezes on the upper deck as against the coal-laden and cramped-up railway cars. Nor will travellers by rail have the chance of viewing the beautiful river scenery which forms one of the chief attractions in a trip to Canton. Of course the small army of lower-paid Government officials and others, now patronising the cheaper steamer service, may for reasons of economy elect to travel by the second-class cars.

One class of travellers that may be drawn from the river to the railway is that of the "fokis" of Chinese hongs and better class merchants who come and go just to transact business and stay no longer than the exigencies of the service demand; also British and foreign representatives of import and export houses, whose stay at Canton or Hongkong is of the shortest possible duration. And this class of travellers does not by any means form the mainstay of steamer receipts. An important matter, too, is that of the

PRIVACY IN TRAVELLING.

which is now enjoyed by well-to-do Chinese families on board the river steamers. Such parties are allowed to take their retinue of servants free of charge, whilst Chinese ladies may have their amahs and other attendants in their cabins with them. This privilege, needless to say, is greatly appreciated and is one which the railway cannot offer.

Before the Railway Company could starve out the river steamers they would have to show their ability to capture the entire passenger traffic, mainly comprising deck passengers. In normal times, the average number of such travellers carried by the various steamers on the river is 6,000 per day; 1,000 on the up journey and 5,000 on the run down; on special occasions such as Festival celebrations or the annual Race meeting the number of passengers is from 4,000 to 5,000 each journey. Coolies are charged a fare of only 20 cents, or less than one cent for three miles of carriage. Another item in favour of the steamers is the fact that passengers can obtain their meals on board for a few cents. For 15 cents a meal that would not be wrongly described as a

SUMPTUOUS REFECTION.

can be got; and a veritable feast can be had by arrangement with the ship's commodore for a proportionate consideration. Will the railway management run restaurant vans for the third or fourth class of passengers? It is not to be forgotten, either, that the steamship companies permit the presence on board of professional musicians and story-tellers for the amusement of the passengers, who reward the latter by purchasing from them for a few cents a packet of the medicinal herbs or other panacea that they always vend at the end of the voyage.

AS REGARDS CARGO.

A special point has to be made about the trade in raw silk, which in point of value is by far the most important freight from Canton to Hongkong. Each bale of raw silk may be roughly assessed at a value of \$1,000, and such goods are carried by steamer to Hongkong for 50 cents per bale, exclusive of transshipment charges on board America-bound or Home-ward-bound mail boats.

The premier line—namely, the Hongkong, Canton and Macao Steamship Company—have had their vessels fitted with specially constructed strong rooms for the storage of silk in transit; particular regard being had to the matter of ventilation. All the American railway lines are equipped with special cars for silk having priority even over passenger and mail cars when travelling across the Coast east. It can hardly be supposed that cars of this type will be put on the Kowloon-Canton Railway, as the very high cost would render competition futile against the 50 cents per bale rate charged by the steamship company.

THE TRADE IN MATTING.

Next to the silk trade, the freightage from matting barks most largely in the income of the steamers from cargo. In point of quantity it stands first. The bulk of the matting exported from Canton goes to the United States market and for years has been carried to Hongkong by steamer. In this direction, too, the advantage lies with the river carriers as against the railway, because the cargo is of such a nature that it would be spoiled as a marketable commodity if the rolls of matting were crushed or compressed from its tubular shape. An ordinary railway truck is capable of carrying about 50 of these bales, but not at prices to make competition with the steamers possible; and there is always the danger of the matting being damaged by sparks from the locomotive.

THE DOUBLE RUN.

So far as the suggestion of a double run per day is concerned, there would be no advantage in such a departure. In fact, on this point your contributor is wholly mistaken because, according to what are defined as "River Privileges" under the Maritime Regulations no boats are allowed to enter Canton and clear twice within the 24 hours unless by special permission of the Customs authorities, such having been accorded in exceptional instances—as in the case of the occurrence of typhoons or of stress of weather. As a matter of fact, the steamers *Honin* and *Kwai-shan* can without any extra driving accomplish the journey in from 24 hours to 5 hours, their engines being capable of developing from 10 to 18 knots per hour. The *Kwai-shan*, built by the Hongkong and Whampoa Dock Company, leaves Canton at 11 a.m. and as a rule arrives in Hongkong by 10.30 the same evening.

THE NE STEAMERS hinted at by your contributor would be wholly impracticable on the Canton River. This matter was thoroughly gone into by the steamship companies some years ago. Turbine steamers can only ply to advantage on long ocean runs, devoid of the numerous stoppages and fresh starts necessitated on the river service. Then the wash of their propellers would in many cases result in the capsizing of sampans and consequent loss of life, swamping of paddy-fields along the river banks and vexatious claims for damages against the steamship companies. One such instance that can be cited was that in which the wash from one of the larger river boats lifted a sampan with its occupants some 12 feet over the river embankment, leaving it stranded high and dry.

LIGHT DUES.

One direction in which the railway will have an enormous pull over the steamers is that of light dues. It is just conceivable that the Government might harass the steamship companies more so than at present by increasing the burden of port dues and otherwise adding to the working cost of the steamship traffic. The day boats, which never see the lights, have been taxed and are still being taxed for light dues.

At present, river boats are not allowed to enter or clear from Canton on Sundays, because of the Customs, and if the railway company is permitted to run trains on Sundays it would secure a distinct advantage. But it is not likely that the river companies would take this lying down. On the contrary, any preferential treatment accorded to the railway would be vigorously combated by the steamer interests and, if necessary, diplomatic representations would be made for equal treatment under Treaty rights. Then, on the other hand, if no trains are to be run at night the steamship companies will benefit accordingly.

Another question to be considered is the acceptance or non-acceptance of small coins in payment for passage. Will the railway administration accept subsidiary Canton or even Hongkong coins at their present discount of 9 per cent, or demand payment in bank notes?

TRANSSHIPMENT.

A very important point to be considered is the transshipment of goods carried. Here everything is obviously in favour of the river companies, for the railway in bringing freight down from Canton to Hongkong cannot do so without effecting three transshipments:—1, from the Canton godowns on the river to the terminals at Tai-sha-tau; 2, to the godowns at Kowloon; and 3, from the Kowloon godowns on board the ocean steamers. It is doubtful whether such transshipment facilities as the railway management can provide will be able to compete with those already provided by the steamship companies, which latter do not entail a single cent of extra expense on the shipper or consignee, no matter what may be the value or quantity of the cargo.

In my opinion, the Kowloon line can never be made to pay under present conditions. It will pay its way only when the Canton-Hankow Railway is completed and to all appearances this consummation will not have been reached within the life-time of the present generation.

In conclusion, it is safe to prophesy that small investors in the steamship companies will be intimidated by the prospective competition of the railway and will part with their scrip, with the result that the stock of these concerns may go down in price. It is possible, also, that dividends may be reduced temporarily by these influences, but that the steamship earnings on the river will be permanently affected is not at all likely. In any event, the reserve accumulations of these concerns will be capable of maintaining dividends at a rate that will pay investors even at the present market rate of the stocks of the various river steamship companies.

If the Railway had been in the hands of a private Company, no doubt some amicable arrangement would long ago have been made with the Steamboat Companies, but as it will practically be a Government Department, bound with red-tape, no such agreement is likely, and the Railway officials will have to learn by experience that they are up against a big thing and do not expect no help or advice from their opponents.

SAD DEATH OF A HONGKONG LADY.

THE LATE MRS. MEUGENS.

A sentiment of profound and wide-spread sadness was created here on Saturday morning, when it became known that Mrs. Meugens, widow of the late Mr. E. J. Meugens, at one time attached to the Harbour Office in Hongkong, had passed away at the General Hospital, reports the *Shanghai Times* of 30th ult. About a fortnight ago, Mrs. Meugens was thrown from her pony at the Route Ziy Zang, and as she was falling her head struck a tramway pole. She was badly injured and was picked up unconscious. Medical aid being summoned it was found that the unhappy lady's skull had been fractured. She was taken to the General Hospital, where she lingered until Saturday morning, when, notwithstanding all that surgical skill could do for her, she succumbed. Mrs. Meugens will perhaps be remembered as one of the eldest daughters of Mr. and Mrs. Hanisch, being a sister of Mrs. Captain Buchanan, and of Mrs. Fitzroy Lloyd, wife of Mr. Fitzroy Lloyd, of the Harbour staff.

MR. G. W. King, H. B. M. Coroner, having decided that an inquest was necessary, this was opened at the General Hospital at 11.30 p.m. on Saturday, when the relatives were identified by Mr. S. H. McKean. The deceased, who was stated to have been 44 years of age, leaves four children to mourn her loss. The inquest was then adjourned until Wednesday afternoon, when further evidence of the accident which led to the death will be heard. The funeral took place yesterday afternoon at the Dubbing Wall Cemetery, and was well attended, the deceased having been brought up in Shanghai, where she had been for some time.

THE "SHUI ON" CASE.

ADDRESS FOR THE DEFENCE.

Before Mr. Justice Hazledine, Acting Police Judge, in the Summary Court this morning, the case was resumed in which Wong F. N. Ng, complainant, sought to recover from A. A. Johnston, Master of the s.s. *Shui On*, the sum of \$1,000 as damages for alleged assault and false imprisonment. Mr. Eldon Potter, instructed by Mr. E. Davidson, of Messrs. Hastings and Hastings, appeared for the plaintiff and Mr. G. G. Alabaster, instructed by Mr. W. E. L. Shearer, of Messrs. Deacon, Lockyer and Deacon, represented the defendant.

The jury was as follows:—Messrs. J. A. T. Plummer (foreman), J. A. Hunter and D. Cooper.

Mr. Alabaster continued his address to the jury, in the course of which he said that if ever any imprisonment was justified that one was. But whether it was justified or not, they must not give damages for any prosecution which followed. If plaintiff wished to obtain damages he must bring another action. He could not receive the costs of his legal defence in the Police Court. The only question of fact before the jury was whether or not the plaintiff had disobeyed an order of the Captain. According to the plaintiff's story he did not do so. The Captain of a ship was entitled to have his lawful orders obeyed and he was entitled to obtain the necessary obedience by all legal means in his power. The defendant had given the plaintiff in Police custody because he had disobeyed his orders. If the defendant had gone further and put plaintiff in prison, there would have been cause for complaint but that was not the case. Plaintiff had not only been the cause of grievous bodily harm to the complainant of the ship, but he was actually the spirit of the disturbance. Plaintiff and others went on the bridge and remained there in spite of the fact that they were told to go away. Therefore plaintiff was guilty of obstruction. The facts in brief were as follows. About 6 o'clock on the day in question, six Chinese, among whom was the plaintiff, went on the bridge-deck and asked the Captain to secure the services of a launch, as they said that they wished to return to Hongkong, which they could not do owing to the fact of the ship having gone aground at Cap-ai-mung Pass. They said nothing about paying for the launch. The Captain was busy getting the ship off and as he knew the life of a launch would entail unnecessary expenses for the Company he refused to blow his whistle to hal the launch. The plaintiff stayed on the bridge the whole time and argued with the Captain. The men went away but returned again after a few minutes and again demanded that the Captain should blow his whistle and generally adopted a menacing attitude. At about 6.30, the complainant went on the bridge and complained to the Captain that the men were demanding their fares. About that time plaintiff permitted an attack on the complainant and the doctor would say that the injuries were far more serious than might be generally considered. Plaintiff's story was that he had stopped the fight but that was absolutely denied by the defendant, who would say that he asked the Chief Officer to stop the fight and the latter did so. The Captain's position being a somewhat dangerous one, he was at length obliged to signal to two steam-launches to come alongside the launch. The launch was in a position to take the men on board. After the ship was floated off, the Captain made for Hongkong. Near Green Island, the Captain hoisted the Police flag but no Police launch was about at the time. On arrival at Hongkong, the Captain gave five of the "terrified, multi-coloured" mob of passengers, among whom was the plaintiff, in charge of a policeman. The plaintiff, when being taken to the Police Station turned round and abused the Captain and shook his fists at him, but they could quite understand a man acting that way when arrested. In conclusion, he asked the jury to say that defendant's action was perfectly justified and not to award the plaintiff a single brass farthing.

Evidence was called and the case adjourned.

FAREWELL TO SIR R. BREDON.

Amidst a multitude of Chinese officials who resorted to the retiring I. G.'s residence to bid him farewell and the numerous courtesies shown him by the foreign community in the capital on the eve of his departure for home, there was an incident which deserves our particular attention. On Wednesday a detachment of five officials from the *Shui-wu-chu* went to see Sir R. Bredon and presented him four handsomely embroidered silk scrolls and an address. The address is as follows:

"Shui Wu Chai, 77 Peking, 25th May, 1910."

Sir Robert Bredon, K. C. M. G. Sir—Permit me, members of the Customs staff detached for services in *Shui-wu-chu* now that you are leaving here for your home for a time, to offer you the accompanying silk embroidered scrolls as a token of our very great respect and esteem, the acceptance of which will fill our hearts with pleasure.

That the tenure of your office as Chief of the Customs has been too brief to be much regretted by all, we have no need to express during the short time, however, you had done no little good to the staff in general and to the Chinese in particular—such kind action cannot fail to be appreciated and command respect—and it is therefore hardly necessary to say that you will carry with you our best wishes for a pleasant and speedy journey home and safe return to China where your valuable services are so much needed. We are, etc. etc. That Sir R. Bredon's much appreciated and esteemed by the Chinese staff who have been his colleagues, and it is difficult to understand why the retiring I. G. was not much liked by some foreign staff. *Peking Daily News*.

SHELL TRANSPORTS.

DIVIDENDS DECLARED.

Messrs. E. S. Kadoorie & Co. courteously inform us that the Shell Transport and Trading Co., Ltd., have declared a dividend of 2s. 6d. per share for 1909 and 1s. on account 1910.

ARRIVAL OF JAPANESE CRUISERS.

A RELATED GUARD OF HONOUR.

This morning, the Japanese cruisers *Asa* and *Soya* arrived in Hongkong from the South and saluted the port. In the afternoon, Rear Admiral Ijichi, commanding the Japanese Training Squadron, paid an official visit to Government House, where he was received by H.E. the Officer Administering the Government, Sir Henry May, K.C.M.G. The Admiral was accompanied by Captain Suzuki, commanding the *Asa*, and Flag-Lieutenant Shimomura.

As the Naval party stepped on shore at three o'clock the customary salute was fired, but some hitch or other appears to have occurred with regard to the time of landing, for the guard of honour and band of the Buffs did not arrive at Blake Pier until a quarter of an hour later, by which time the gallant Admiral and his escort had made their way to Government House in private chairs. The guard waited at the pier until the officer in command had been informed by his Excellency's A. D. C. of the distinguished guests' departure.

The *Asa* and *Soya* will remain in Hongkong until Saturday next.

WATER RETURN.

Level and storage of water in Reservoirs on the 1st June, 1910.

CITY AND HILL DISTRICT WATER WORKS LEVEL.

	1909.	1910.
Tytam.....	54' 3" below overflow	84' 4" below overflow
Tytam Byewash.....	24' 3" below overflow	27' 9" below overflow
Tytam Intermediate.....	20' 3" below overflow	31' 1" below overflow
Pokfulam.....	21' 7" below overflow	30' 9" below overflow
Wong-nai-chung.....	24' 5" below overflow	43' 31" below overflow

STORAGE GALLONS.

	1909.	1910.
Tytam.....	73,010,000	11,010,000
Tytam Byewash.....	9,650,000	54,000
Tytam Intermediate.....	99,037,000	60,983,000
Pokfulam.....	21,375,000	1,880,000
Wong-nai-chung.....	6,979,000	236,000

Total..... 203,060,000 74,193,000

Consumption of water in the City and Hill District during the month of May.

	1909.	1910.
Consumption.....	118,870,000	121,410,000 gallons
Estimated population.....	308,560	310,360

Consumption per head per day..... 18.3 18.6 gallons

Intermittent supply by Rider mains in Rider main districts during May in both years.

KOWLOON WATER WORKS LEVEL.

	1909.	1910.
Kowloon Gravitation Reservoir.....	33' 6" below overflow	27' 6" below overflow

STORAGE GALLONS.

	1909.	1910.
Kowloon Gravitation Reservoir.....	95,100,000	127,320,000 gallons

Consumption of water in Kowloon during the month of May.

	1909.	1910.
Consumption.....	13,870,000	28,640,000 gallons
Estimated population.....	87,720	91,500

Consumption per head per day..... 8.7 9.9 gallons

The Government Analyst reports that the water is of excellent quality.

W. CHATHAM,
Water Authority

MORE RED RUBBER.

A STORY OF THE AMAZON VALLEY.

London, May 31.

Correspondence that has passed between the Aborigines Protection Society and Sir Edward Grey, Secretary of State for Foreign Affairs has been published.

On May 11 the Society wrote that nothing that had occurred in the Congo equalled in horror some acts that were alleged to have been perpetrated in connection with the enforced collection of rubber by a British syndicate in the valleys of the Putumayo and the Amazon. The evidence, it is stated, is too revolting to be published.

On May 19 Sir Edward Grey replied that the question was engaging the serious attention of the Government, and that he was communicating with the United States regarding the matter to be pursued.—N. C. D. News.

There is also a town named Putumayo at the head of the river of the same name, which is a tributary of the Amazon.—Ed.

Events Coming.

Thursday, 9th June.

Auction sale, 500 tons Coal, Hughes and Haugh's godowns, To Kwa-wai, at 11 a.m.

Saturday, 11th June.

New Beames' Institute, opening ceremony, 9 p.m.

THE COLONIAL CEMETERY.

INTERESTING CORRESPONDENCE AT THE MEETING OF THE SANITARY BOARD.

The following correspondence was laid on the table at the meeting of the Sanitary Board this afternoon:

The Secretary.—The report of the Select Committee dated 27/12/09 did not indicate clearly the separate portions of the Colonial Cemetery set aside for the Naval and Military Commissioned Officers and the Civil Servants. (Sec. 2 of the report dated 20/12/09.) The matter was therefore referred back to me and by me to the Committee. On the 26th inst., the Committee visited the Cemetery and agreed upon the sections indicated on the attached map as the best divisions under paragraph 2 of the original report. It will be seen that the portion reserved for the burial of Naval and Military Commissioned Officers and Civil Servants is divided into two portions, one of which is partly filled and the other not yet occupied. The Committee is of opinion that the portion already partly occupied should be reserved as formerly for Naval and Military Commissioned Officers and Civil Servants jointly but that the western portion should be allotted as follows:—Section A to the Military; B to the Navy; and C to the Civil Servants. (B to be smaller than A or C as the requirements of the Navy are less owing to the non-residence of these forces in the Colony during a large part of the year.)

E. D. C. WOLFE,
President and Chairman of Committee.

A. SHELTON HOOPER,
LIEUT.-COL. J. FAYRE,
Acting P. M. O.

27.5.10.

The following is the report of the Select Committee appointed to select suitable sites for the special sections of the Colonial Cemetery to be laid out under bye-law 111:—

1. Naval and Military Commissioned Officers.
2. Civil Servants.
3. Residents of more than 20 years' standing.
4. Residents of more than 7 years' standing.
5. Children.
6. Destitutes.

We visited the Colonial Cemetery on the 26th instant and are of opinion that the sites indicated in each case on the attached map are the most suitable, and recommend that they be adopted and marked out on the final plan of the Cemetery required under bye-law 111.

As regards 1 and 2, we are of opinion that, as far as possible, this section should be subdivided in future and separate portions allotted to Naval Officers only, Military Officers only and to Civil Servants only.

3. With reference to 3, there appears to be a great deal of rock in the portion at present unoccupied. Should an extension on this account be necessary, we recommend that the two stone slabs on the portion of ground immediately below this terrace and indicated in red on the map be removed and the space allotted as part of the 20-year residents section.

4. 4 and 5 require no comment.

6. The portion of land which it is suggested to clear and terrace will suit very well. If necessary the old destitute section might be made available after exhuming the present remains and re-burying them in one portion of the terrace.

6. We further recommend that in order to make more space available for interment stone slabs in various portions of the cemetery which are not over graves but which are not in the space set apart for monuments be moved to the edge and under the nearest adjoining bank and there replaced in position. The spaces thus set free will then become available for interments.

7. In conclusion, we are strongly of opinion that numerous terraces in the eastern portion of the Cemetery could at small expense be made available for future interments in lieu of the expensive hillside terraces with retaining walls, if a judicious process of exhumations were undertaken. In many of them there are only very few monuments. There could all be put together in one portion of the terrace as also any remains which cannot be identified (each in separate receptacles). Suitable slabs with the head stone numbers on them could indicate the places of interment.

E. D. C. WOLFE,
A. W. G. A. DEEDER,
A. SHELTON HOOPER.

20.10.09.

The Director of Public Works mislaid—I presume that interments would be confined to the area already partly filled until it has been all occupied. To avoid confusion in future, I have altered the word "southern" in the report to "western." The plots are practically due east and west of each other and confusion might arise hereafter as to the position of the plots referred to if the word "southern" be used.

ROYAL HONGKONG GOLF CLUB.

The Captain's Cup was played for at the Happy Valley from the 4th to the 6th inst. with the following result:—

CAPTAIN'S CUP.		
J. G. S. Gaudson.....	95	18 77
John Johnston.....	85	4 81
Captain Spicer.....	92	9 83
M. A. Murray.....	91	5 86
S. H. Dutton.....	131	18 115

POOL.		
M. A. Murray.....	83	5 78
A. W. W. Walkshaw.....	70	scr. 79
R. O. Hutchison.....	82	1 81
J. Hooper.....	103	18 85

Winner of Cup, Winner of Pool.

The negotiations in regard to the question of customs duty payable by vessels navigating the Hongkong are to be transferred to Peking.

ROBBERS.

The following extracts are taken from the *London and China Express* of May 13 (—)
The market for Para has been dull, and business is difficult in the absence of sellers. Fine Hard on the spot is quoted 10s. 6d. value, May-June delivery sold at 10s. 3d. to 10s. 7d., and buyers June-July at 10s. 7d. to 10s. 8d., closing 10s. 9d. value, and July-August at 10s. 7d. to 10s. 9d. Soft Fine, May-June 10s. 5d. value, June-July sold at 10s. 4d., closing 10s. 6d. value. The receipts of Para this month are 790 tons. Plantation is quoted at about 10s. 9d. to 11s. 5d. for good average sheet.

Messrs. George White and Co. report on May 6:—The total receipts at Para for last month were 3,600 tons. During the whole month of April last year the total was 2,340 tons, and 3,210 tons in 1908. The following are the crop figures:—Receipts at Para, July 1, 1909, to end April, 1910, 35,780 tons; ditto July 1, 1908, to end April, 1909, 34,180 tons.

A Belgian correspondent writes:—In your number of March 29 last you mention that the Kuala Lumpur Planters' Association resolved to get the London brokers to send 1 ton of each kind of rubber to the Exhibition. The Show was opened last week by the King at the same time as the new Colonial Museum. Both are at Terenure, close to Brussels. I had a look at the show, and actually saw lots of samples of F.M.S. Rubber. The day after my visit I happened to look at a copy of the "New York Herald," Paris edition, and was not a little astonished to find a telegram from Singapore announcing that the Malay planters were going to send 2 tons of rubber to the Show!

The importance of the rubber industry is indicated by the fact that at the forthcoming International Congress of Tropical Agriculture and Colonial Development, to be held in Brussels from May 20 to 23, several of the papers that will be read and discussed have reference to this subject. Thus Mr. J. B. Caruthers will discuss on: (1) new methods of tapping Castillos, (2) cover plants as a substitute for weeding in rubber, cocoa, and other cultivations; and P. Carmody will treat of the preparation of rubber.

A patent has recently been granted to a Belgian chemist for the manufacture of an artificial or synthetic rubber having similar physical properties to Para rubber. The main feature of the invention consists in the fermentation of peat or turf under such conditions that it is converted in part into a gummy hydrocarbon mass having the chemical formula (C₈H₈)₄. After passing through certain processes a substance is found floating upon the surface of the liquid, which is the artificial rubber. Whether the new product can be produced cheaply enough to compete with the natural product is open to doubt, but the process is certainly ingenious.

THE PRICE OF RUBBER.

Those shareholders in rubber-producing companies who, in view of what has recently happened, may feel at the present time regarding the price of rubber in the near future, might find some consolation if they delved a little below the surface and compared present prices with those ruling for the whole of 1909. The average price of fine hard Para for the whole of last year was 6s. 9d. per lb., light crepe realising about 2d. per lb. more throughout the period. For the first four months fine hard Para was 9s. 5d. per lb., while the average of light crepe is 4d. higher. We have purposely refrained from taking as a basis of comparison the high values secured for smoked sheet and other specialties, Para and light crepe both being standard articles. It will be seen, therefore, that Para would have to drop to about 5s. 3d. per lb. for the next eight months for the plantation companies only to maintain the dividends paid for 1909, without taking into account the increase in crop, which, according to the monthly cable returns, are highly encouraging. In the circumstances, a material drop in prices is very improbable, as the large Para receipts are now over, and the receipts for the next few months are usually not more than sufficient to meet current requirements.

OUTPUT OF RUBBER.

The rapid advance in rubber prices is having a serious effect on many industries, and in none more than the electrical industry, in which so much rubber is employed in the making of cables and other apparatus. In an interview with the editor of the "Electrical Field," a representative of the "Morning Post" was informed that there was no likelihood at all of a decline in rubber prices, notwithstanding slight fluctuations. "The boom may be regarded as genuine," he said, "inasmuch as the quantity of rubber in the market is far below the supply demanded by manufacturers and others. We are now approaching the end of the Para rubber year, and what do we find? That up to the point for which statistics are available Para receipts show an increase of less than 1,800 tons on those of a year ago, and of 3,500 tons of two years ago. The English deliveries are greater by about 150 tons only, but the American deliveries by as much as 1,200 tons. As a matter of fact, this country is by no means getting the proportion of the world's supply of rubber—about 70,000 tons in all—which it would seem to be entitled to by reason of the important position it holds among manufacturing nations. The United States took 60 per cent of the whole production last year, and of the quantity imported in to Great Britain—about 35,000 tons—more than one-half was re-exported to other countries where higher prices were obtainable. Plantation rubber is now getting a look-in, but although plantation rubber doubled its production last year, a long interval of time necessarily must elapse before it can rise to such a quantity as to have a serious effect on the world's supply, and consequently reduce prices. I have estimated that five years at least must pass before the world's supply of rubber will equal the world's demand. There is plenty of scope for a rubber substitute, but science, even German science, has not been able to provide one. We must do our best with the natural stuff."

THE STATISTICAL POSITION.

Messrs. Gow, Wilson and Stanton report:—The rubber statistics published on May 1 show the visible supply for the past three years as under:—

tons.	tons.	tons.			
1910.....	4,530	1909.....	5,745	1908.....	7,375

a decrease for 1910 of 1,215 tons as compared with 1909. Another remarkable instance of shortness is in American figures, which show the stock of Caucho and Para together as only 90 tons, against a total of 975 tons for the corresponding period last year. The landings in England from June 30, 1909, to April 30, 1910, amount to 14,520 tons and deliveries 14,050 tons, whilst American figures show deliveries as 17,200 tons against landings of only 16,500 tons, and the Continent has delivered 2,540 tons against an import of the same amount. Such figures as the foregoing clearly show the demand for rubber is unabated, and the nervousness apparent last week would never have come about if people had only taken the trouble to study the position of the raw article more carefully.

THE SHARE MARKET.

Owing to the national shock which we have just experienced, and the approaching holiday season, business in the Rubber Share Market is distinctly quiet, and it is anticipated that for a week or so transactions will be considerably reduced. Any fear that shares would develop weakness in face of the great shock was dispelled, for the under-tone has been fairly good, while some stocks, notably Linggi, London Asiatics, and Patallig, have been quite good. Some handsome dividends are now being deducted from prices, and this will make quotations look decidedly attractive. A feature in the carry-over was that in more than one direction it revealed the existence of "bear" positions. This was notably the case in Linggi, where a small contango ultimately gave way to a backwardation of 6d. per share. Perhaps none are more surprised at the buoyancy of the market than dealers, who, nevertheless, look upon the recent squabble between rubber merchants and brokers with something akin to thankfulness, as having done much more to clear the market of weak speculative holders than any action which they themselves could have taken. The tug-of-war between bears of the most active 2s. shares (who are said to be under the thumb of certain jobbers in the American and other markets) and influential people in the "Lane" is not finished with yet, if gossip goes for anything; but the bears are already lamed, and may be sensible enough to recognize that any further game in an element which is not theirs may leave them badly crippled.

THE MACAO FRONTIER DIFFICULTY.

TO BE SUBMITTED TO THE HAGUE TRIBUNAL.

Owing to the irreconcilable differences of opinion between the Chinese and the Portuguese authorities respecting the Macao Frontier, the *Shanghai Times* understands on good authority that the question will shortly be submitted to the Hague Tribunal for arbitration. Preparations to this end are now being made in Peking and the Chinese Minister to the Netherlands will shortly be instructed.

A MAJOR'S DIVORCE.

£1,500 DAMAGES.

A verdict was given on 6th ult. for the petitioner in the divorce suit in which Major Hope Biddulph, R.F.A., asked for the dissolution of his marriage on the ground of the alleged misconduct by his wife and the co-respondent, Mr. Guy L'Estrange, Esq., a King's Messenger, against whom damages were claimed. The wife sought a judicial separation on the ground of her husband's alleged cruelty. Mr. Justice Baggallay Deane this morning, 6th ult., continued his summing-up.

In his concluding remarks, the judge expressed regret at the attitude of the co-respondent. The latter, when asked if he would have paid his visit to the petitioner's house had he known the petitioner was jealous and was absent from home, replied that he would.

"I don't know," added the judge, "where society is going to be when a husband objects to a man's presence while he is at home, and that man, knowing the husband is jealous, goes down and stays at his house in his absence. I cannot use words too strong against Mr. Ewen for that."

At the same time it did not prove his guilt, only his indifference and callousness to public feeling and to his friend's feelings.

The jury found there had been misconduct between the respondent and the co-respondent, that the petitioner has not been guilty of cruelty, and assessed the damages at £1,500.

The jury were exempted for a period of five years.

THE DEATH OF KING EDWARD.

EMPEROR OF CHINA'S CONDOLENCES.

The Emperor of China addressed the following telegram to King George. The message was forwarded by the Chinese Minister to Sir Edward Grey:—

It is with emotions of profound grief and great distress that I have received the intelligence from Mr. Ching-long, our Minister at your Majesty's Court, that it has pleased Heaven to summon His Majesty King Edward VII. to His side. During his reign his departed Majesty did great work, and will ever be remembered by the people of all the countries of the earth. Not only I, and my country, but how much the friendly relations between China and Great Britain have been increased and strengthened during the period. I am deeply grieved to receive the news of his death, and beg your Majesty to accept my sincere sympathy and sincere condolences.—Shun-chi, Tientsin.

Today's Advertisements.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's Steamship.

"FOOKSANG,"

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.

Cargo, impeding the discharge or remaining on board after 4 P.M., the 8th inst., will be landed at Consignees' risk and expense.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Ltd., General Managers.

Hongkong, 7th June, 1910. [425]

"INVER" LINE OF STEAMERS LIMITED.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"INVERLYDE,"

Captain Alexander, will be despatched as above on 25th June.

For Freight apply to

JARDINE, MATHESON & Co., Ltd., Agents.

Hongkong, 6th June, 1910. [427]

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by

PUBLIC AUCTION,

FOR ACCOUNT OF THE CONCERNED,

ON

SATURDAY,

the 11th June, 1910, at 11 A.M., at their

Sales Rooms, No. 8, Des Vaux Road,

corner of Ice House Street,

19 Cases of ASSORTED MANILA CIGARS,

(in Good Order and Condition).

TERMS.—As usual.

HUGHES & HOUGH,

Auctioneers.

Hongkong, 7th June, 1910. [428]

COMMERCIAL.

June 7th, noon.

The following quotations for rubber shares, by wire, are supplied by Messrs. E. S. Kadoorie & Co.:—

A'lagers.....	6/-
Anglo-Javas.....	Tls. 16
Anglo-Malays.....	25/9
Balgownie's.....	32s
Batu Tigas.....	—
Bertams.....	28/6
Bukit Kajangs.....	—
Bukit Rajahs.....	—
Carey Uniteds.....	22/6 prem.
Castlefields.....	105/-
Changkat Serdangs.....	31s
Cheras.....	31/6
Damanasaras.....	15s/-
Eastern Internationals.....	30/- prem.
Fed. Selangors.....	—
Glenalys.....	3s sellers
Glenbials.....	—
Golcondas.....	120/-
Golden Hopes.....	—
Highlands and Lowlands.....	12s/-
Indragilis.....	35s
Joch Kennells.....	300/-
Jocques.....	—
Jonglandors.....	—
Kamuning.....	7/6 prem.
Kuala Lumpurs.....	80/-
Landrons (fully paid).....	—
Landrons (ppd.).....	—
Labus.....	—
Ledbury's.....	80/-
Linggis.....	57/9
London Asiatics.....	14s/-
London Ventures.....	7/6
Merrimaus.....	—
Pajans.....	5/8 sellers
Pejongs.....	35s sellers
Rubber Trusts.....	50/- prem.
Saggs.....	—
Sandycrofts.....	35s
Sapongs.....	—
Seafids.....	—
Sekongs.....	30/- prem.
Shelfords.....	67/6
Singapore & Johores.....	32s
Sumatra Paras.....	12/9
Sungei Choos.....	105/-
Sungei Kapats.....	18/-
Tanjong.....	—
Tangkals.....	25/- prem.
Tanjong.....	7/6 prem nom.
Ulu Raster.....	—
United Serdangs.....	120/-
United Singapore.....	3s sellers
United Sumatras.....	9/9
United Langkats.....	—
Para Rubber.....	9 1/2 per lb.

Para Rubber..... 9 1/2 per lb.

Para Rubber..... 9 1/2 per lb.

Para Rubber..... 9 1/2 per lb.

Para Rubber..... 9 1/2 per lb.

Shipping—Steamers.

CANADIAN PACIFIC RAILWAY CO.'S

Royal Mail Steamship Line.

"EMPRESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Island Sea of Japan), Yokohama, Victoria, and Vancouver B.C.

The only line that maintains a Regular Schedule Service of 15 DAYS YOKOHAMA TO VANCOUVER, 21 DAYS HONGKONG TO VANCOUVER SAVING 5 TO 7 DAYS OCEAN TRAVEL.

Proposed Sailings from Hongkong and St. John, N.B., &c. (Subject to alteration.)

From Hongkong	From Quebec
"EMPRESS OF CHINA" SATURDAY, JUNE 12TH.	"ALLAN LINE" FRIDAY, JULY 22ND.
"EMPRESS OF INDIA" SATURDAY, JULY 16TH.	"EMPRESS OF IRELAND" FRIDAY, AUGUST 12TH.
"MONTEAGLE" TUESDAY, AUGUST 16TH.	
"EMPRESS OF JAPAN" SATURDAY, AUGUST 6TH.	"ALLAN LINE" FRIDAY, SEPT. 2ND.
"EMPRESS OF CHINA" SATURDAY, AUGUST 27TH.	"EMPRESS OF IRELAND" FRIDAY, SEPT. 23RD.

"Empress" Steamers will depart from Hongkong at 6 p.m.

Each Trans-Pacific "Empress" connects at Vancouver with a Special Mail Express Train and at St. John, N.B. or Quebec with Atlantic Mail Steamer as shown above. The "Empress of Britain" and "Empress of Ireland" are magnificent vessels of 14,500 tons, Speed 30 knots, and are regarded as second to none on the Atlantic. The "Empress" Steamers on the Pacific and on the Atlantic are equipped with the Marconi wireless apparatus.

Passengers booked to all the principal ports in Canada, the United States and Europe; also Around the World.

HONGKONG TO LONDON, 1st Class, via Canadian Atlantic Port or New York (including meals and berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct line) and the option of going forward by any Trans-Atlantic Line either from Canadian Ports or from New York or Boston.

SPECIAL THROUGH RATES—Special rates (First Class only) are granted to Militaries, Members of the Naval, Military, Diplomatic, and Consular Services, European Civil Service Officials located in Asia, and to European Officials in the service of the Governments of China and Japan, and the families.

Through Passengers are allowed Stop over privileges at the various points of interest en route.

R.M.S. "MONTEAGLE" carries only "One Class" of Saloon Passengers (termed International) the accommodation and commissariat being excellent in every way.

HONGKONG TO LONDON, Intermediate on Steamers and 1st Class in Canadian and American Railways.

Via Canadian Atlantic Port or New York

For further information, Maps, Guide Books, Rates of Passage and Freight, apply to—

D. W. BRADDOCK, General Traffic Agent,

Corner Pedder Street and Praya (opposite Blake Pier).

INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION)

For	Steamship	On
SHANGHAI via SWATOW	"KWONGSANG"	WEDNESDAY, 8th June, 10 A.M.
SHANGHAI, KOBE & MOJI	"FOOKSANG"	FRIDAY, 10th June, Noon
TIENSIN via WEIHAIR	"CHEONGHING"	FRIDAY, 10th June, 4 P.M.
MANILA	"LOONGSANG"	FRIDAY, 10th June, 4 P.M.
SIAMONG PHNANG & CALUTTA	"KUTSANG"	SATURDAY, 11th June, Noon
SHANGHAI	"KUTSANG"	SATURDAY, 11th June, Noon
SANDAKAN	"MAUSANG"	TUESDAY, 14th June, Noon
MANILA	"YUENSANG"	FRIDAY, 17th June, 4 P.M.

RETURN TOURS TO JAPAN (Occupying 24 Days).

The steamer "Kutsumaru" leaves about every 3 weeks for Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong.

These vessels have all modern improvements and are fitted throughout with Electric Light. A daily qualified surgeon is also carried.

Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yangtze Ports, Shanghai, Tientsin & Newchwang.

Taking Cargo on through Bills of Lading to Koda, Lahad, Dava, Simporia, Tawao, Usukan, Jesselton and Labuan.

For Freight or Passage, apply to

JARDINE MATHESON & CO., LD.,

General Managers.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION

For	Steamers	On
SHANGHAI	"CHENAN"	9th June 4 P.M.
SHANGHAI	"LIAN"	12th " Daylight
SHANGHAI	"KOROW"	14th " 4 P.M.
SHANGHAI	"KOROW"	16th " 4 P.M.
SHANGHAI	"CHIHWA"	19th " Daylight
MANILA, ZAMBOANGA & AUSTRALIA	"TAIYUAN"	25th " 4 P.M.

Reduced Saloon Fares, single and return, to Manila and Australian Ports.

DIRECT SAILING TO WEST RIVER, Twice Weekly.

S.S. "LIAN" and S.S. "SANOI."

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in State-rooms. A daily qualified Doctor is carried. REDUCED FARES. Cargo booked through for all Australia, New Zealand and Tasmania Ports.

MANILA TWIN-SCREW STEAMERS and TIENSIN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in State-rooms and Dining-Saloon.

SHANGHAI LINE.

FAST SCHEDULE TWIN-SCREW STEAMERS (Anker, Chinese, Lian, Chienan) with excellent passenger accommodation, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leave Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—Passengers must embark before midnight on Saturday for the Sunday morning sailing. A Company's launch leaves Murray Pier at 10 o'clock every Saturday night.

These steamers land passengers in Shanghai, avoiding the inconvenience of transshipment at Woosung.

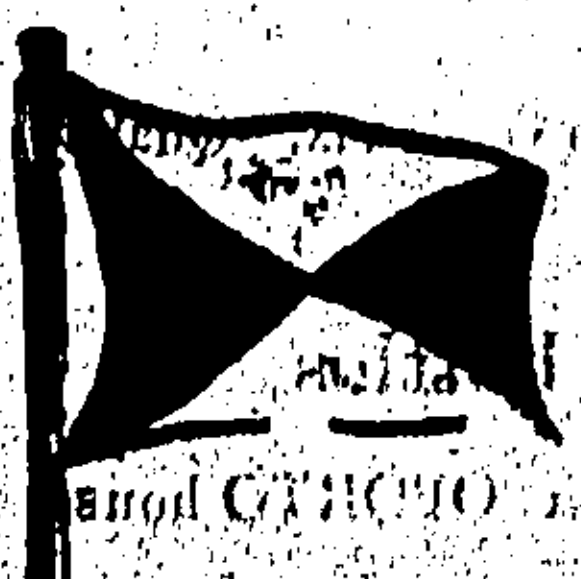
Fares—\$45—single, \$80—return.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,

Agents.

Telephone No. 31, Hongkong, 7th June, 1910.



HONGKONG—MANILA.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Steamship	Tonnage	Captain	For	Sailing Date
RUBI	1100	Capt. F. W. Davies	MANILA	SATURDAY, 11th June, at Noon
LAIR	1100	Capt. F. W. Davies	MANILA	SATURDAY, 11th June, at Noon

SHEWAN TOMES & CO.

(Incorporated in Hongkong) 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100.

Shipping—Steamers.

OSAKA SHOSEN KAISHA.

REGULAR SERVICE, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration.)

TRANS-PACIFIC SERVICE.

Connecting at TACOMA with THE CHICAGO, MILWAUKEE AND PUGET SOUND RAILWAY,

AND

THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY.

(The only direct train service, without transshipment, also shortest and fastest route from the Pacific Coast to CHICAGO). Taking Cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal Ports in Mexico, Central and South America.

For	Steamers	Tonnage	Leaves
TACOMA v. KEELUNG, MOJI, KOBE AND YOKOHAMA	"TACOMA MARU" Capt. H. Yamamoto	6,178	WEDNESDAY, 15th June, at Noon.
TACOMA v. MOJI, KOBE AND YOKOHAMA	"PANAMA MARU" Capt. ...	—	WEDNESDAY, 20th June, at Noon.

The Co.'s newly built steamers have fair speed. Superior accommodation for stowage passengers situated AMIDSHIP. A limited number of Cabin passengers carried at low rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE.

For	Steamers	Leaves
TAMSUI v. SWATOW & AMOY	"DAIJI MARU" Capt. H. Murayama	SUNDAY, 5th June, at 10 A.M.
ANPING via SWATOW and AMOY	"SOHU MARU" Capt. Y. Yamamoto	WEDNESDAY, 8th June, at 10 A.M.
TAMSUI v. SWATOW & AMOY	"DAIJIN MARU" Capt. Y. Koburaki	SUNDAY, 12th June, at 10 A.M.
SHANGHAI via SWATOW, AMOY AND FOOCHOW	"CHOSHUN MARU" Capt. T. Suroga	THURSDAY, 9th June, at 8 A.M.

Special Reduction of 20% will be allowed to 1st and 2nd Class passengers to Shanghai in connection with the Nanking Exposition from June 2nd, 1910.

Fair speed. Superior passenger accommodation. Electric light throughout. First class cabins.

The newly built steamers "CHOSHUN MARU" and "BOJUN MARU"—First class Cabins AMIDSHIP.

For information of Freight, Passage, Sailings, etc., apply at Co.'s Local Branch Office at Second Floor, No. 1, Queen's Buildings.

Hongkong, 7th June, 1910.

YIMA, Manager.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

DESTINATIONS	STEAMERS	SAILING DATES, 1910
MARSEILLES, LONDON AND ANTWERP via SINGAPORE, PENANG, COLOMBO AND PORT SAID	TANGO MARU, Capt. A. Christensen, Tons 8500 KAMO MARU, Capt. F. L. Sommer, Tons 9000 AKI MARU, Capt. K. Homma, Tons 7000	WEDNESDAY, 8th June, at Daylight. WEDNESDAY, 22nd June, at Daylight. WEDNESDAY, 6th July, at Daylight.
VICTORIA, B.C. & SEATTLE	KAMAKURA MARU, Capt. J. Nagao, Tons 7000	SATURDAY, 18th June, From KOBE.
VICTORIA, B.C. & SEATTLE via KOREA, SHANGHAI, MOJI, KOBE, YOKOHAMA, SHIMIZU & YOKOHAMA	AWA MARU, Capt. T. Ishiura, Tons 7000 IBARA MARU, Capt. K. Kawa, Tons 7000	TUESDAY, 21st June, at 4 P.M. TUESDAY, 19th July, at 4 P.M.
SYDNEY AND MELBOURNE via MANILA, THURSDAY ISLAND, TOWNSVILLE AND BRISBANE	KUMANO MARU, Capt. M. Winkler, Tons 6000 YAWATA MARU, Capt. T. Sekine, Tons 5000	FRIDAY, 10th June, at Noon. FRIDAY, 8th July, at Noon.
BOMBAY, via SINGAPORE AND COLOMBO	COLOMBO MARU, Capt. E. Combes, Tons 5000	TUESDAY, 14th June.
NAGASAKI, KOBE and YOKOHAMA	YAWATA MARU, Capt. T. Sekine, Tons 5000	WEDNESDAY, 8th June, at Noon.
KOBE AND YOKOHAMA	MISHIMA MARU, Capt. A. E. Moore, Tons 9000	THURSDAY, 9th June, 5 P.M.
SHANGHAI, MOJI & KOBE	HAKATA MARU, Capt. A. Mocker, Tons 7000	WEDNESDAY, 8th June, 5 P.M.

CHEAPEST SUMMER RATES

BETWEEN

HONGKONG AND JAPAN PORTS,

COMMENCING AKI MARU 30TH MAY, ENDING 30TH SEPTEMBER, 1910.

Special Excursion Tickets (1st & 2nd class) available for 8 months.

YOKOHAMA RETURN: KOBE RETURN: MOJI RETURN: NAGASAKI RETURN.

1st Class,	\$120	\$110	\$100	\$90
2nd	\$80	\$70	\$60	\$50

With option of rail between calling ports in Japan.

Fitted with new system of wireless telegraph. Cargo only. Carries deck passengers.

Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN and NORTHERN PACIFIC RAILWAYS, and Atlantic Steamship. Through the World Ticket also issued between England and Yokohama, and and class through passengers have the option of travelling by rail.

From Hongkong direct to Nagasaki 5 days; to Kobe 5 days and to Yokohama 5 days.

For further information as to Freight, Passage, Sailings, etc., apply to Co.'s Local Branch Office at Second Floor, No. 1, Queen's Buildings.

T. KUBUMOTO

Shipping—Steamers.



THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM

FOR

STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

Through Bills of Lading issued for BATAVIA, PERIAN GULF, CONTINENTAL, AMERICAN and SOUTH AFRICAN PORTS.

THE Steamship "ASIA" will be despatched from this office on SATURDAY, the 12th June, 1910, at Noon, taking Passengers and Cargo for the above Ports in connection with the Company's S.S. "Patria," 7,000 tons, from Colombo, Passengers' accommodation on which is secured before departure from Hongkong.

Silk and Valuable, all Cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into the Mail steamer proceeding direct to Marseilles and London, other Cargo for London, etc., will be conveyed via Bombay by the R.M.S. "Osama," due to London on 10th July, 1910.

Parcels will be received at this Office until 5 P.M. the day before sailing. The Contents and Value of all Packages are required.

For further Particulars, apply to P. A. HEWITT, Superintendent.

Hongkong, 30th May, 1910.

410

FOR SINGAPORE, PENANG AND CALCUTTA.

Taking Cargo on through Bills of Lading to Rangoon, Madras and Mauritius.

THE Steamship "LIGHTNING,"

Captain A. E. Gentes, will be despatched for the above ports on THURSDAY, the 9th inst., at Noon.

For Freight or Passage, apply to DAVID SASSOON & CO., LIMITED, Agents.

Hongkong, 7th June, 1910.

410

FROM EUROPE.

THE H. A. L. Steamship "WESTPHALIA,"

Captain Buch, having arrived, Consignees of Cargo are hereby informed that their goods are being landed and placed at their risk in the Godowns and/or on the hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained against Bills of Lading countersigned by the Undersigned.

Optional Cargo will be carried on unless notice to the contrary be given before TO-DAY.

All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 15th instant, will be subject to sale.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 15th instant, at 3 P.M.

No Fire Insurance will be effected by us in any case whatever.

This steamer brings on cargo:—

ex s.s. "Norge," from Gothenburg

ex s.s. "Hilma Blomberg," from Lulea.

HAMBURG-AMERICA LINE, Hongkong Office.

Hongkong, 6th June, 1910.

423

THE BANK LINE, LIMITED.

Taking Cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada, and also to the principal ports in Mexico, and Central and South America.

PROPOSED SAILINGS FROM HONGKONG

VANCOUVER, TACOMA & SEATTLE

via MOJI, KOBE AND YOKOHAMA

Steamer Tonnage Captain Sailing Date

Oceanic 4,577 F. W. Davies 15th June

Starline 6,331 F. S. Cowley 18th June

Kumano 6,331 J. Maile 19th July

America 4,361 J. Boyd 20th July

* This steamer will NOT call at Shanghai.

These steamers are specially fitted for the carriage of Asiatic Steamer passengers.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information, apply to DODWELL & CO., LIMITED, General Agents.

Queen's Buildings, Hongkong, 23rd May, 1910.

41

THE AMERICAN AND ORIENTAL LINE.

FOR NEW YORK.

(With Liberty to Call at the Malacca Coast).

THE Steamship "AFRICAN PRINCE,"

will be despatched for the above ports on TUESDAY, the 15th June, 1910.

For Freight or Passage, apply to ARNOLD, KARRER & CO., General Agents.

Queen's Buildings, Hongkong, 17th May, 1910.

410

Shipping—Steamer.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE (Calling at Timor, Port Darwin, and Queensland Ports, and taking through Cargo to Adelaide, New Zealand, Tasmania, &c.)

THE Steamship

"EASTERN,"

Captain McArthur, will be despatched as above on MONDAY, the 14th inst., at Noon.

This well-known Steamer is especially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

The Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to GIBB, LIVINGSTON & CO., Agents.

Hongkong, 6th June, 1910.

426

"SHIRE" LINE OF STEAMERS, LIMITED.

FOR LONDON, ROTTERDAM AND ANTWERP.

THE Steamship

"BRECONSHIRE,"

Captain Tomlinson, will be despatched as above about 20th June.

For Freight or Passage, apply to JARDINE, MATHESON & CO., LD., Agents.

Hongkong, 31st May, 1910.

410

Intimations.

FRENCH STORE.

NOTICE.

We beg to inform our numerous

customers and the public in general

that we have been appointed Agent

for the "CREME SIMON" and

all Simon's Produce for Toilet

Requisites, Perfumery, Powder,

Soap, etc.

RETURN TO DOOR

[illegible]

4. Rating Flag of Vice Admiral Sir Alfred L. Windsor, K.C.B., C.V.O., C.M.G., Commander-in-Chief

SHARE QUOTATIONS

Supplied by Messrs. E. S. Kadoorie & Co. Corrected to noon; later alterations given under "Commercial Intelligence" page 5.

STOCKS	NO. OF SHARES	VALUE	PAID UP	POSITION AS PER LAST REPORT	AT WORKING ACCOUNT	LAST DIVIDEND	ADJUSTED CLOSING QUOTATIONS
BANKS							
Hongkong & Shanghai Banking Corporation	170,000	\$135	\$125	£1,500,000 \$15,000,000	\$2,250,000	£1.5/- for half year ending 31.12.09 @ ex 7/6 = \$15.11	44 1/2 \$245 sellers
National Bank of China, Limited	90,000	£7	£6	£4,000 \$40,000	\$30,000	\$2 (London 1/6) for 1909	56 \$70 buyers
MARINE INSURANCES							
Canton Insurance Office, Limited	10,000	\$250	\$50	\$1,500,000 \$15,000,000	none	\$10 for 1908	6 1/2 177 1/2
North China Insurance Company, Limited	10,000	£15	£5	£1,500,000 \$15,000,000	Tls. 10 1/2 1/2	Final of 7/6 making 15/- for 1908	5 1/2 Tls. 180
Union Insurance Society of Canton, Limited	12,000	\$150	\$100	£1,111,111 \$11,111,111	\$87,084	Final of \$10 per share, making in all \$50 per share for 1907 and an interim divid- end of \$30 per share for 1909	6 1/2 \$82 1/2 sellers
Yangtze Insurance Association, Limited	12,000	\$100	\$60	\$1,000,000 \$10,000,000	\$7,763	\$12 and bonus \$3 for 1907	7 1/2 \$105
FIRE INSURANCES							
China Fire Insurance Company, Limited	20,000	\$100	\$20	\$1,000,000 \$10,000,000	\$418,406	\$6 and bonus \$2 for 1908	7 1/2 \$115 sales
Hongkong Fire Insurance Company, Limited	8,000	\$150	\$50	\$1,000,000 \$10,000,000	\$416,218	\$27 for 1908	8 1/2 \$147 buyers
SHIPPING							
China and Malacca Steamship Company, Limited	30,000	\$35	\$15	£17,743 \$177,430	Dr. \$3,777	\$12 for 1908	5 1/2 \$71 sellers
Douglas Steamship Company, Limited	20,000	\$50	\$50	£100,000 \$1,000,000	none	\$1 for year ending 30.6.1908	5 1/2 \$55 sellers
Hongkong, Canton & Amoy Steamboat Co., Ltd.	80,000	\$15	\$15	£100,000 \$1,000,000	\$20,766	Final of \$14 for account 1910	8 1/2 \$101 1/2 and an
Indo-China Steam Navigation Co., Ltd. (Preferred)	60,000	£5	£5	£10,000 \$100,000	£13,755	6/- for 1907 on Preference shares only @ ex 1/6 11/16 = \$3. 154	5 1/2 \$68 sales
Do. (Deferred)	60,000	£5	£5	£10,000 \$100,000	£13,755	3rd 1st of 2/- per share (comp. No. 12) making in all 4/- for 1908 & interim of 1/- for 1909 A dividend of 7 1/2 % for year ending 30.6.1910 A bonus of 5 %	5 1/2 93/- \$74 \$14 sellers
"Shell" Transport and Trading Company, Limited	1,000,000	£1	£1	£1,000,000 \$10,000,000	£192,994		5 1/2 93/-
"Star" Ferry Company, Limited	10,000	\$10	\$5	\$10,000 \$100,000	\$1,159		3 1/2 \$14 sellers
REFINERIES							
China Sugar Refining Company, Limited	20,000	\$100	\$100	\$100,000 \$1,000,000	Dr. \$3,090	\$10 per share for 1909	58 1/2 \$170 sellers
Larson Sugar Refining Company, Limited	7,000	\$100	\$100	\$100,000 \$1,000,000	Dr. \$23,891	\$5 for 1907	56 \$166 sellers
Perak Sugar Cultivation Company, Limited	7,000	Tls. 70	Tls. 50	Tls. 100,000 \$1,000,000	Tls. 6.08	Tls. 10 for year ending 31.8.09	Tls. 950 sellers
MINING							
Chinese Engineering and Mining Company, Ltd.	1,000,000	£1	£1	£1,000,000 \$10,000,000	£1,435	Final of 1/6 making 3/- for 1909	9 1/2 Tls. 171
Headwaters Mining Company	60,000	Pa. 10	Pa. 10	£10,000 \$100,000	none		5 1/2 \$71
Ruby Australian Gold Mining Company, Limited	150,000	£1	£1	£10,000 \$100,000	£1,101	\$1 per share 1st dividend	5 1/2 35/-
Oriental Consolidated Mining Co., Ltd.	50,000	G \$10	G \$10	£10,000 \$100,000	none	Final of Gold \$3.65 for 1909 in all G \$1.15	5 1/2 \$10
LUCKY, MINING & GOLD	18,000	\$25	\$25	\$25,000 \$250,000	Dr. \$8,460	\$1.75 for year ending 31.12.08	5 1/2 \$10
Fenwick (Gold) Co., Limited	18,000	\$25	\$25	\$25,000 \$250,000	Dr. \$8,460	\$1.75 for year ending 31.12.08	5 1/2 \$10
Hongkong & Kowloon Wharf and Godown Co., Ltd.	60,000	\$50	\$50	\$50,000 \$500,000	\$26,847	\$14 for 1909	41 1/2 \$58 sales
Hongkong and Whampoa Dock Company, Ltd.	50,000	\$50	\$50	\$50,000 \$500,000	\$138,715	Interim of \$14 for account 1909	58 \$18 sellers
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	Tls. 100	Tls. 100,000 \$1,000,000	Tls. 6.26	Interim of Tls. 24 for 1910	64 1/2 Tls. 78
Shanghai and Hongkew Wharf Company, Limited	36,000	Tls. 100	Tls. 100	Tls. 100,000 \$1,000,000	Tls. 9.22	Final of Tls. 4 for 1909	7 1/2 Tls. 122
LANDS, HOTELS & BUILDINGS							
Anglo-French Land Investment Co., Ltd.	25,000	Tls. 100	Tls. 100	Tls. 100,000 \$1,000,000	Tls. 47.14	Tls. 6 for year ending 30.6.09	51 1/2 Tls. 104 sellers
Central Stores, Limited	50,123	\$15	\$15	\$15,000 \$150,000	\$24,641	\$1.20 on old and 60 cents on first new issue \$2.60 on old shares and 1.30 on new shares	5 1/2 \$107 1/2
Hongkong Hotel Company, Limited	12,000	\$50	\$50	\$10,000 \$100,000	\$17,277	for half year ending 31.12.09	5 1/2 \$102 sellers
Hongkong Land Investment and Agency Co., Ltd.	50,000	\$100	\$100	\$100,000 \$1,000,000	\$27,071	Interim of 3/- for account 1909	6 1/2 \$81
Humphreys Estate & Finance Company, Limited	130,000	\$10	\$10	\$10,000 \$100,000	\$5,471	45 cents for 1909	8 1/2 \$14 buyers
Kowloon Land and Building Company, Limited	6,000	\$50	\$50	\$50,000 \$500,000	\$2,919	\$24 for 1909	8 1/2 \$14 buyers
Shanghai Land Investment Company, Limited	78,000	Tls. 50	Tls. 50	Tls. 1,312,045 \$13,120,450	Tls. 63,969	Final of 6 1/2 % bonus Tls. 1 for 1909	64 1/2 Tls. 110
West Point Building Company, Limited	12,500	\$50	\$50	\$50,000 \$500,000	\$1,958	Final of \$1.35 for account 1909	81 1/2 \$40 sellers
COTTON MILLS							
Kwo Cotton Spinning and Weaving Company, Ltd.	20,000	Tls. 50	Tls. 50	Tls. 250,000 \$2,500,000	Tls. 15,991	Tls. 11 for year ending 31.12.09	8 1/2 Tls. 130 1/2 sellers
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	\$10	\$10	\$10,000 \$100,000	\$3,551	50 cents for year ending 31.7.08	8 1/2 \$64 sellers
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	Tls. 175,000 \$1,750,000	Tls. 8,578	Tls. 7 1/2 for year ending 30.6.09	12 1/2 Tls. 62
Laoh-kung-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	Tls. 800,000 \$8,000,000	Tls. 4,820	Tls. 6 for 1909	7 1/2 Tls. 74
Sey Chai Cotton Spinning Company, Limited	2,000	Tls. 100	Tls. 100	Tls. 200,000 \$2,000,000	Tls. 31,171	Tls. 25 for 1909	10 1/2 Tls. 250
MISCELLANEOUS							
Bell's Asbestos Eastern Agency, Limited	8,004	12/6	12/6	£1,500 \$15,000	£648	15 1/2 % per share for 1908	5 1/2 \$10 buyers
China-Borneo Company, Limited	60,000	\$18	\$18	\$18,000 \$180,000	none	60 cents for 1909	6 1/2 \$103 sellers
China Light and Power Company, Limited	50,000	\$10	\$10	\$10,000 \$100,000	\$61,198	10 cents for year ended 28.2.06	5 1/2 \$11 sellers
China Provident Loan & Mortgage Company, Ltd.	125,000	\$10	\$10	\$10,000 \$100,000	\$2,602	80 cents for 1909	9 1/2 \$11 sellers
Dairy Farm Company, Limited	40,000	\$7 1/2	\$6	\$1,000 \$10,000	\$1,801	\$1.20 for year ending 31.7.09	6 1/2 \$19
Green Island Cement Company, Limited	400,000	\$10	\$10	\$10,000 \$100,000	\$4,390	Final of 40 cents making in all 75 cents per share for 1909	10 1/2 \$71 sellers
H. Price & Company, Limited	12,000	\$10	\$10	\$10,000 \$100,000	\$670	80 cents for year ending 31.12.08	6 1/2 \$13
Hongkong Electric Company, Limited	60,000	\$10	\$10	\$10,000 \$100,000	\$11,798	A dividend of \$1.20 per share and a bonus of 10 cents	6 1/2 \$10 sellers
Hongkong Ice Company, Limited	5,000	\$25	\$25	\$150,000 \$1,500,000	\$7,516	Final of \$3 for 1909	6 1/2 \$160 sellers
Hongkong Rope Manufacturing Company, Ltd.	60,000	\$10	\$10	\$10,000 \$100,000	\$6,176	Final of \$1 making in all \$2 for 1910	9 1/2 \$24 sellers
Matschopp & Co., Ltd. (Incorporated in Hongkong)	25,000	Gs. 100	Gs. 100	Tls. 5,000 \$50,000	Tls. 316,682	4th interim of Tls. 24 for 1909	5 1/2 Tls. 1,400
Peak Tramways Company, Limited	25,000	\$10	\$10	\$10,000 \$100,000	\$3,014	80 cents on fully paid shares and 80 cents on \$1 paid shares for year ending 30.6.09	5 1/2 \$144
Peak Tramways Company (new)	50,000	\$10	\$10	\$10,000 \$100,000	Pa. 18,440	None	5 1/2 \$14 buyers
Philippine Company, Limited	75,000	\$10	\$10	\$10,000 \$100,000	Pa. 18,440	None	5 1/2 \$10 buyers
Shanghai-Singapore Tobacco Company, Limited	10,000	Tls. 20	Tls. 20	Tls. 14,810 \$148,100	Tls. 5,350	Final Tls. 5 making Tls. 8 for 1908	8 1/2 Tls. 240 sellers
South China Morning Post, Limited	6,000	\$35	\$35	\$35,000 \$350,000	Dr. \$31,096	None	5 1/2 \$24 buyers
Steam Laundry Company, Limited	20,000	\$25	\$25	\$25,000 \$250,000	none	40 cents for year ending 31.5.09	8 1/2 \$10
Union Waterworks Company, Limited	50,000	\$10	\$10	\$10,000 \$100,000	\$4,000	60 cents for year ending 31.12.08	8 1/2 \$8 sellers
United Asbestos-Oriental Agency, Limited	10,000	\$10	\$10	\$10,000 \$100,000	\$4,611	60 cents per ord. share for year ending 31.5.09	5 1/2 \$17 sellers
Watson (A.S.) & Co., Limited	90,000	\$10	\$10	\$10,000 \$100,000	\$781	Final of 30 cents for 1908	6 1/2 \$6 buyers
William Powell, Limited	15,000	\$7	\$7	\$7,000 \$70,000	none	Final of 30 cts. making 60 cts. for the year ended 30th June, 1908	5 1/2 \$3 sellers
Societe des Pulpes et Papeteries du Tonkin	1,800	Benefit shares	Benefit shares	none	none	First year	5 1/2 \$35 sellers

Intimations

COMPANIA GENERAL DE
TABACOS
DE FILIPINAS

ESTABLISHED IN 1882. CAPITAL \$5,000,000.



"LA FLOR DE LA ISABELA"

High grade cigars manufactured with the best selected leaf grown in the estates of the Company.

SPECIAL BRANDS:

Pigtails, Veneros Especiales, Regalia A Lopez, Regalia G Pereira, Favoritos A Lopez, Favoritos A Correa, Perfectos Especiales, Exquisitos, Reina Victoria, High Life, Londres Finos, Conchas Finas, and other Current Brands.

RETAILED IN ALL THE LEADING STORES.

BARRETT & CO.,

AGENTS

NEW SHOP!
JUST OPENED!!

Do not miss looking at
our wonderful selec-
tions of
RARE JEWELS,
&c., &c., &c.

KWONG FUNG YUEN,
HEAD OFFICE—No. 83, Des Voeux Road West
TIMBER YARDS—Kennedy Town
TIMBER MERCHANTS,
SAW MILL OWNERS,
AND
GENERAL CONTRACTORS
TO
H.B.M. Naval and Military
Authorities.

HAVE always on hand large stock of
American Fir, Do. Fir, Oregon
Pine, Teak, Yacal, Hardwoods, Oregon Spruce,
Chinese Spar, Chinese Pine of all descriptions.
Inspection invited to the Yards.
Best Terms.
Quick delivery.
LEUNG TAI,
Managing Director.
Hong Kong, 10th January, 1910.

MOHIDEEN &
CO.

Dealers in
CEYLON PRECIOUS
STONES, &c.,
38 & 40, QUEEN'S ROAD
CENTRAL.

Hong Kong, 31st May, 1910

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JAPANESE MASSAGE

Masseur **MEIJI SHA,**
GRADUATE OF
KORE MASSAGE SCHOOL.
ATTENDANCE AT
PATIENTS' RESIDENCE.
No. 171, WANCHAI ROAD,
GROUND FLOOR.
Hong Kong, 16th January, 1910.

Denmarks Pride



HEYMANS BUTTER

SIEMSEN & CO., Sole Agents.

49

Hotels

BELLE VIEW HOTEL.

Telephone No. 987

SHAUKIWAN ROAD.

Iced Drinks and Best Brands of Liquors will be served at Tables on
the Lawn or Verandahs.

Meals a la Carte at all hours.

Commodation at moderate rates.

W. W. WINCH, Manager.
Hong Kong, 2nd June, 1910.

HOTEL CRAIGIEBURN

RIVERSIDE GATE, THE PRIZE, NEAR THE TRAM TERMINUS, TAI KOW.

For Terms, etc., apply to the

MANAGER